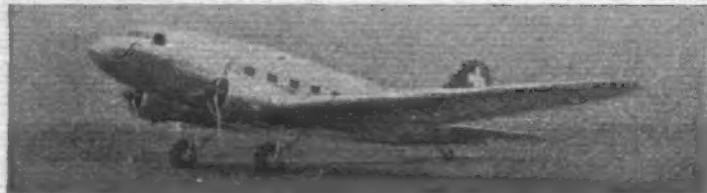


**Commercial Aviation**

A Douglas D.C.3 — actually the first to be delivered to Swissair.

only will he be able to compare machines of roughly similar characteristics without having to reduce each to a uniform range or other common basis, but he will also be able to compare the economy, or otherwise, of operating larger or smaller aircraft, again without altering the basis of the table of comparative figures.

**Logical**

WHAT is officially known as the "V.H.F. landing approach installation" at Croydon will in future be kept in continuous operation whenever controlled zone regulations are in force. In other words, it is now no longer necessary for pilots to ask that the Lorenz transmitters should be switched on in QBI conditions. Presumably, permission to enter the controlled zone and the allocation of the first landing turn automatically leaves a pilot free to come in either on the beam or on a succession of QDMs, according to his equipment and preferences.

Incidentally, a blind take-off test will shortly be included among those required in the instrument flying regulations for 'B' licence applicants.

**Two More Records for the "Lieutenant"**

THE Latécoère H. 521 (six 650 h.p. Hispanos), better known as Air France's veteran flying boat *Lieutenant de Vaisseau Paris*, is undaunted by the loss last week to the Italian Stoppani of the flying-boat record for distance in a straight line, and has replied by capturing another record from the Italians and by establishing a new one.

She has beaten, by the large margin of 8,000 kg., the previous record of 10,000 kg. for the greatest load carried by a flying boat at an altitude of 6,000ft. This was formerly held by the Italian Cant 508. She has also established a new record by carrying 15,000 kg. at 9,000ft. Italy now holds twenty-two flying boat records, France four and America one—but there are too many of these different records, some of which are quaint to say the least of it.

Having narrowed down his choice by this means, the operator will then have to consider those other factors, which have not been forgotten during the discussion, such as reliability, safety factor, passengers' comfort, and other points. Safety and reliability are, of course, prime factors, but reasons have already been advanced to show that now, and in the future, the ultimate choice will more and more depend upon the economics of operation. Moreover, as the press of these new developments is felt, the prospective purchaser will require figures rather than opinions to influence him in his choice. The figures used in the table given do not pretend to be the only criteria.

The table actually represents an attempt to co-ordinate in a common form the widely diverse information supplied in sales pamphlets and to express concisely the essential figures bearing on operational costs in such a way that they can be applied to every conceivable type of machine without modification, and yet give strictly comparable results in every case.

**Something Very Different**

ONE of the two Lockheed 12s which have been seen in this country—both privately owned—is at present for sale either as a fast and luxurious private conveyance or as a special charter type. The previous owner, Lord Beaverbrook, has purchased a Grumman amphibian and the recently overhauled "12" has been taken off his hands by Brian Allen Aviation, of Croydon.

Not long ago Joe Birkett and Brian Allen, neither of whom had previously handled the machine, flew it over to Paris in four minutes more than the hour—a time which suggests that the official cruising speed of 214 m.p.h. (on 70 per cent. power) is not far wrong. Thirty-six gallons of fuel were used on the trip.

**A Heston Departure**

ONE of Heston's older inhabitants in the way of aircraft agency ventures, Malcolm and Farquharson, Ltd., have taken new premises at 302, Bath Road—which, for those who do not know the district too well, is almost opposite Hounslow West Station. They expect, of course, to continue to use Heston as a demonstration centre, and will certainly carry on their business as before.

The idea of transferring the office centre to London was considered, but the final office site was chosen, rather naturally, because they did not wish to be too far away either from their subsidiary factory at Slough or from a suitable aerodrome. M. and F. actually started operations at Heston as long ago as 1934, under their original name of Wrightson Aircraft Sales.



**METACENTRIC HEIGHT:** Out for its first taxiing tests—the Short-Mayo Composite manoeuvring under its own power on the Medway last Monday. The extra-large out-board floats of the *Maia* are both in contact with the water, although the main hull does not seem to be unduly submerged.